

# CHINA



# MAIL

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXV. No. 4949. 號九十月五年九十七百八千一英

HONGKONG, MONDAY, MAY 19, 1879.

日九十月三年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane,  
Lombard Street. GEORGE STREET &  
Co., 30, Cornhill. GORDON & GORDON,  
Ludgate Circus, E. C. BARRS, HARDY  
& Co., 4, Old Jewry, E. C. SAMUEL  
DRACON & Co., 160 & 164, Leadenhall  
Street.

PARIS AND EUROPE:—LEON DE ROBERT,  
19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau  
Street.

AUSTRALIA, TASMANIA, AND NEW  
ZEALAND:—GORDON & GORDON, Mel-  
bourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS  
generally:—BRAN & BLACK, San Fran-  
cisco.

SINGAPORE AND STRAITS:—SAYLE &  
Co., Singapore. SINGAPORE, C. HEINSEN  
& Co., Malacca.

CHINA:—Macao, Messrs A. A. DE MELO  
& Co., Macao. CAMERON & Co.,  
Amoy, WILSON, NICHOLS & Co.,  
Fookien, HONG & Co., Shanghai.  
LAW, CHAWWORTH & Co., and KILBY  
& WALSH, Yokohama, LANT, CRAW-  
FORD & Co.

## BANKS.

HONGKONG & SHANGHAI BANKING  
CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 1,800,000 Dollars.

## COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.  
Deputy Chairman—HON. W. KESWICK,  
E. R. BELLION, Esq., WILHELM REINERS,  
H. L. DALRYMPLE, Esq.,  
H. HOFFMANN, Esq., W. S. YOUNG, Esq.,  
A. McIVER, Esq.

## CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.  
MANAGER.  
Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS—London and County  
Bank.

## HONGKONG.

## INTEREST ALLOWED.

ON Current Deposit Account at the rate  
of 2 per cent. per annum on the daily  
balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities,  
and every description of Banking and  
Exchange business transacted.

Drafts, granted on London, and the  
chief Commercial places in Europe, India,  
Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East,  
Hongkong, February 15, 1879.

## ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

## RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months notice 3 per Annum.  
" 6 " " 4 " "  
" 12 " " 5 " "

On Current Accounts at Rates which  
can be ascertained at their Office.

D. A. J. CROMBIE,  
Acting Manager.

Oriental Bank Corporation,  
Hongkong, November 23, 1878.

## CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.  
RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE

NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong  
grants Drafts on London and the  
chief Commercial places in Europe and the  
East; buys and receives for collection Bills  
of Exchange, and conducts all kinds of  
Banking and Exchange Business.

## RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per  
annum on the daily balance.

On Fixed Deposits.

For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## Entertainment.

GARRISON THEATRE.

THE INNISKILLINGS

CHRISTY MINSTRELS,

ON

TUESDAY

—AND—

WEDNESDAY,

20th and 21st MAY, 1879.

SONGS,

CLOG DANCE.

FLUTE DUET.

COMIO SONGS.

AND THE NEGRO FAROE,

entitled

BOX AND COX.

To conclude with

THE NEGRO DANCE

SKIDADDLE.

Doors Open at 8.30 p.m.

To Commence at 9.00 "

Admission:

First Seats, One Dollar.

Second do., 50 Cents.

Third do., 25 "

PUNKERS.

"GOD SAVE THE QUEEN."

Hongkong, May 17, 1879. my22

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received in-  
structions to sell by Public Auc-  
tion on an early DATE, unless disposed  
of privately, of which due Notice will  
be given—

Portions of INLAND LOT No. 105,  
adapted for the erection of FIVE CHINESE  
HOUSES on COCHRANE STREET, corner  
of Gage Street, and FIVE HOUSES  
on Gage Street, corner of Gutzlaff  
Street.

Plans may be seen, and all particulars  
obtained at the Offices of

SHARP & DANBY,  
No. 6, Queen's Road,  
lately Messrs E. D. SASSOON & Co.

Hongkong, May 17, 1879.

## PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION,  
shortly, on a day to be  
hereafter named, unless previously dis-  
posed of by private contract,—

THE HONGKONG DISTILLERY,  
Situate at East Point, Hongkong, now  
in Complete Working Order, and Capable  
of Distilling upwards of 2,000  
Gallons daily. The Property is of a most  
valuable nature, comprising THREE  
PIECES OF GROUND close to the  
water, viz.:—Inland Lots Nos. 749, 781  
and 782, with the Substantially Built  
DWELLING HOUSE and BUSINESS PRE-  
MISES, erected specially for the purpose  
only a few years since, together with the  
MACHINERY, ENGINES, STILL, VATS,  
STOCK, and TRADE FURNITURE and FIT-  
TINGS.

For further Particulars, apply to  
Messrs SHARP, TOLLER, and  
JOHNSON,  
Solicitors, Supreme Court House,  
Hongkong.

Hongkong, March 5, 1879.

## Intimations.

THE HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an  
EXTRAORDINARY GENERAL  
MEETING of Shareholders will be held  
at the Company's Office, situate at No. 7,  
Queen's Road, Hongkong, at 8 p.m. on  
TUESDAY, the 20th Instant, for the pur-  
pose of confirming such Special Resolution  
passed the Day.

Dated the 6th day of May, 1879,  
JARDINE, MATHESON & Co.,  
my20 General Managers.

G. FALCONER & Co.,  
WATCH AND CHRONOMETER  
MANUFACTURERS,  
AND  
JEWELLERS,  
NAUTICAL INSTRUMENTS, CHARTS  
AND BOOKS.  
46, Queen's Road Central.  
Hongkong, April 21, 1879. my20

## Intimations.



SEALED TENDERS for the Extension  
of BOILER SHED; REPAIRS to  
ROOF, PILLARS, &c., at H.M. NAVAL  
YARD, will be Received by the Under-  
signed on or before TUESDAY, the 27th Instant,  
at Noon.

Plan and Specification can be seen on  
application at the NAVAL STOREKEEPER'S  
OFFICE.

JOHN BRENNER,  
Naval Storekeeper.

H. M.'s Naval Yard,  
Hongkong, 18th May, 1879. my27

## PHOTOGRAPHY.

C. P. O. R. P. E. L. B. A. U. M.  
begs to announce to the Community  
of Hongkong that he has taken over the  
BUSINESS of Mr. H. SCHUBERT—well-  
known in Hongkong—and is prepared to  
take PHOTOGRAPHS daily from 8 a.m.  
till 1 p.m. Having previously been employed  
by Mr. SCHUBERT, and had long experience in  
some of the most celebrated Studios in  
Europe, he will take any Work in  
PHOTOGRAPHY, and is able to guarantee  
satisfaction to all who favour him with  
their Patronage. Photographs enlarged to  
life-size and finished in Artistic Style.  
Any Pictures not meeting with the approval  
of Patrons will not be charged for.

PHOTOGRAPHIC STUDIO,  
Wyndham Street.

Hongkong, April 21, 1879. my21

YANGTZE INSURANCE ASSO-  
CIATION.

NOTICE TO SHAREHOLDERS.

THE Directors have declared an EXTRA  
DIVIDEND of FIVE PER CENT. on  
Shareholders Capital, payable at the Office  
of the Secretaries, on the 28th Instant, to  
SHAREHOLDERS of Record on the 21st  
Instant.

RUSSSELL & Co.,  
Secretaries.

Shanghai, 18th April, 1879. my23

HONGKONG WHARF & GODOWNS  
STORAGE.

GOODS RECEIVED ON STORAGE at  
Moderate Rates, in FIRST-CLASS  
GODOWNS, under European supervision,  
and VESSELS Discharged alongside the  
WHARF, on favorable Terms, with quick  
despatch.

MEYER & Co.,  
Proprietors.

Hongkong, November 20, 1878. my20

NOTICE.

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR  
1878.

SHAREHOLDERS in the above OFFICE  
are requested to furnish the Under-  
signed with a LIST of THEIR CONTRI-  
BUTIONS for the Year ending 31st December,  
1878, in order that the Distribution of the  
PROFITS Reserved for CONTRIBUTORS  
may be arranged. Returns not rendered  
prior to the 30th JUNE Next will be Ad-  
justed by the OFFICE, and no Claims or  
Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,  
General Agents.

Hongkong, 14th May, 1879. jn30

YANGTZE INSURANCE ASSO-  
CIATION.

NOTICE.

THE INTEREST AND RESPONSIBILITY of  
Mr. WALTER SCOTT FITZ, in our  
Firm in Hongkong and China, CEASED on  
the 31st December last.

Mr. CHARLES VINCENT SMITH is  
admitted a Partner from this Date.

RUSSELL & Co.,  
my21

NOTICE.

MR. JAMES ANDERSON, formerly  
Manager of the Fookchow Dock, has  
this Day been admitted a Partner in  
our Firm.

J. INGLIS & Co.,  
Victoria Foundry, Wanchai.

Hongkong, April 1, 1879. jn29

WASHING BOOKS.  
(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, are now  
ready at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

D. R. ROGERS will visit SHANGHAI  
during the Summer Months, leaving  
Hongkong on the 1st of April next, and  
returning about 1st November.

Hongkong, February 10, 1879.

## Intimations.

## NOTICE.

HONGKONG COMMERCIAL EX-  
CHANGE.

THE EXCHANGE ROOMS in MARINE  
House, Queen's Road Central, will  
be Open and Ready for the use of MEM-  
BERS, on MONDAY, the 2nd June next.

Applications for admission as Members  
to be addressed to

E. GEORGE,  
Secretary.

Hongkong, May 14, 1879.

Volume Seventh of the  
"CHINA REVIEW."

Now Ready.

No. 5.—Vol. VII.

OF THE

"CHINA REVIEW"

CONTAINS—

Legislation and Law in Ancient China.

Jottings from the Book of Rites 禮記.

Chinese Running Hand.

The Critical Disquisitions of Wang Ch'ung.

The Sadness of Separation, or Li Sao.

Historical Table of the High Officials Com-  
posing the Central and Provincial  
Governments of China.

Mr. Kingmill and the Shi King.

Short Notices of New Books and Literary  
Intelligence.

Notes and Queries:—  
Notes on the Language of the Formosan  
Savages.

The Rainfall of Peking in connection  
with the Sunspot Theory.

On some of the Constellations in the  
Shi King.

Ancient Vases.

Anniversary of the Downfall of the  
Yuen.

Crocodiles.

Mourning Etiquette.

The Land Tax.

Sanskrit Characters.

Zoology.

Mongol Alphabets.

The Wood of the Heath.

Books Wanted, Exchanges, &c.

Hongkong, May 17, 1879.

NOTICE.

MR. EDWARD BURNIE will Conduct  
my BUSINESS of MARINE SURVEYOR  
during my temporary absence from the  
Colony.

R. H. CAIRNS.

Club Chambers,  
Hongkong, May 6th, 1879. jn26

NOTICE.

FROM THE 1ST OF OCTOBER,  
DR. EASTLACKE will receive his  
PATIENTS at his new DENTAL ROOMS,  
No. 50, QUEEN'S ROAD CENTRAL, over the  
MEDICAL HALL.

Hongkong, September 23, 1878.

SAILORS' HOME.

ANY Cast-off CLOTHING, BOOKS, or  
PAPERS will be thankfully received  
at the Sailor's Home, West Point.

Hongkong, July 25, 1878.

NOTICES OF FIRMS.

NOTICE.

MR. THOMAS WILLIAM WRIGHT  
is authorized to SIGN our Firm per  
Procuration from this Date.

SAYLE & Co.,  
my26

NOTICE.

THE INTEREST AND RESPONSIBILITY of  
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Firm in Hongkong and China, CEASED on  
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Hongkong, February 10, 1879.

## For sale.

## FOR SALE.

THE British Iron Barque "BEN-  
CLUTHA," 397 Tons Register, as  
she now lies at anchor in ONEFOO HAR-  
BOUR.

For Particulars, &c., apply to  
Messrs H. SIETAS & Co., Chefoo.

Hongkong, April 28, 1879. my28

NOW READY.

A CHINESE DICTIONARY IN THE  
CANTONESE DIALECT. Parts I.  
and II., A to M, with Introduction. Royal  
8vo., pp. 404.—By ERNEST JOHN EITEL,  
Ph.D. Tubingen.

Price: FIVE DOLLARS, or TWO DOLLARS  
AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD  
& Co., Hongkong and Shanghai; and Messrs  
KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

## Shipping.

## Steamers.

FOR SWATOW, AMOY & FOOCHEW.

The Steamship  
"NAMO,"

Capt. WESTON, will be de-  
spatched for the above Ports  
on WEDNESDAY, the 21st Instant, at  
10 a.m.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.

Hongkong, May 17, 1879. my21

AUSTRALASIAN STEAM NAVA-  
TION COMPANY.

FOR PORT DARWIN, COOKTOWN,  
SYDNEY & MELBOURNE.

Taking Cargo and Passengers for all Aus-  
tralian and New Zealand Ports.

TASMANIA, NEW CALEDONIA & FIJI.



## Intimations.

## NEWS FOR HOME.

## The Overland China Mail.

(The oldest Overland Paper in China.)  
PUBLISHED AT THE "CHINA MAIL" OFFICE  
IN TIME FOR THE ENGLISH MAIL.  
Containing from 72 to 84 columns of closely  
printed matter.

THIS Mail Summary is compiled from the Daily China Mail, is published twice a month on the morning of the English Mail's departure, and is a record of each fortnight's current history of events in China and Japan, contributed in original reports and collated from the journals published at the various ports in those countries.

It contains Shipping news from Shanghai, Hongkong, Canton, &c., and a complete Commercial Summary.

Subscription, 50 cents per Copy (postage paid 56 cents); \$12 per annum (postage paid \$13.50).

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

## To-day's Advertisements.

## FOR AMOY.

## The Steamship

## "ESMERALDA."

Capt. CULLEN, shortly due, will have quick despatch for the above Port.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, May 10, 1879.

## FOR NEW YORK.

## The 41 American Ship

## "HATTE E. TAPLEY,"

TAPLEY, Master.

For Freight, apply to

VOGEL & Co.

Hongkong, May 10, 1879.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

GOLDEN FLECK, British barque, Capt. James Wiltshire.—Vogel & Co.

OSKIDA, British ship, Captain S. Olyma.—Gibb, Livingston & Co.

ALEXA, British barque, Captain George Robb.—Jardine, Matheson & Co.

ANNE W. WESTON, American barque, Captain H. O. Winsor.—Order.

VERVUS, American barque, Captain F. W. Call.—Order.

ABYLL, British steamer, Captain D. Scott.—Jardine, Matheson & Co.

BETHOVEN, German barque, Captain Hele.—Melchers & Co.

KILLARNEY, British steamer, Captain Henry O'Neill.—Gibb, Livingston & Co.

ALICE C. DICKERMAN, American 3-m. schooner; Captain Wm. J. Bugant.—Order.

EXETER, American barque, Capt. D. B. Eddy.—Captain.

## SHIPPING.

## ARRIVALS.

May 17, *Diamond*, British steamer, 514, E. Thebaud, Amoy May 10, General.—RUSSELL & Co.

May 17, *Philippine*, British barque, 300, J. H. Southwood, Newchwang April 23, Beans.—WILLER & Co.

May 18, *Elizabeth*, German barque, 447, L. Ohlsen, Newchwang April 29, Beans.—WILLER & Co.

May 19, *Galley of Lorne*, British steamer, 1389, John L. Dryden, Nagasaki May 18, 8 p.m., General.—GIBB, LIVINGSTON & Co.

May 19, *Sorsogon*, Spanish steamer, 240, R. Lopez, Manila May 15, General.—VOGEL & Co.

May 19, *Rejanattianhar*, British str., 938, Hopkins, Bangkok May 11, General.—YVES FAT HONG.

May 19, *Jeddah*, British steamer, 994, J. L. Clark, Penang May 9, and Singapore 18, General.—BUS HIN CHAM.

May 19, *Salvadora*, Spanish steamer, 681, Larrionaga, Manila May 18, General.—RENEBROS & Co.

May 19, *Me-li*, Chinese steamer, 181, R. Marston, Haiphong May 18, and Hoibow 18, General.—U. M. S. N. Co.

May 19, 6.30 p.m., *Arborea*, British steamer, 1700, J. A. Edsell, Sydney April 19, 0.30 p.m., Bowen 27, Townsville 28, 2.00 p.m., Thursday Island May 1, 4 p.m., and Singapore 18, 4 p.m., 12 boxes Gold, and 1,147 pkgs. Merchandise.—GIBB, LIVINGSTON & Co.

May 19, *Glenfinlas*, British steamer, 1366, Wilcox, London April 9, via ports of call, and Singapore 14, General.—JARDINE, MATHESON & Co.

## DEPARTURES.

May 18, *Hailong*, for Swatow, &c.

18, *Sunda*, for Yokohama.

19, *Zambesi*, for Shanghai.

19, *Conquest*, for Hoibow & Haiphong.

19, *Kilmornd*, U. S. S. S. ship, for Shanghai.

19, *Diamond*, for Manila.

## CLEARED.

*Onida*, for San Francisco.

*Osurnum*, for San Francisco.

*Dala*, for Bangkok.

## PASSENGERS.

## ARRIVED.

Per *Sorsogon*, from Manila, Messrs

Ethward Flood, and M. Carthey.

Per *Rejanattianhar*, from Bangkok,

Mrs. Dight, and Mr. Deouane (French

Consul at Bangkok), and 819 Chinese.

Per *Jeddah*, from Penang and Singapore,

Mrs. Petersen and child, and 300 Chinese.

## PASSENGERS.

## ARRIVED.

Per *Brisbane*, from Sydney, &c., Messrs

Tin War, Yuh Khoo, and 328 Chinese.

Per *Diamond*, from Amoy, 3 Europeans

deck, and 50 Chinese.

Per *Me-li*, from Hoibow, &c., 40 Chinese.

## DEPARTED.

Per *Tigre*, for Yokohama: from Hong-

kong, Mr. and Mrs. C. H. Macy; from Mar-

seilles, Miss Zappe, Messrs Hailer, Banaa,

Elendoecker, and Stanz; from Saigon,

Messrs Pallet, Morin, Simon, Lemaire,

Costet, Tromeur, Darcel, Cong, and 15

Marines.

Per *Tigre*, for Shanghai: from Hong-

kong, Mrs. Bright, Capt. Sair, Messrs Elio,

Due de Magliano, G. Grazzoli, and W.

Favre, and 4 Chinese; from Marcellis,

Mr. and Mrs. Heitz, Messrs Shaw, Tienfen-

bachor, Bieckmanns, D. M. Henderson,

Turner, and Grackenberg; from Port Said,

Mrs. Rodaz; from Singapore, Mr. and Mrs.

Edward Pons.

Per *Sunda*, for Yokohama: for Hong-

kong, Mrs. Allan, and 2 Infants and 4

Chinese; from Southampton, Mr. Rickette.

Per *Zambesi*, for Shanghai: from Hong-

kong, Lieut. E. P. Chapman, Messrs H. A.

Penicud, W. Woodward, and F. Terrible,

69 Chinese, and 2 Boys; from Southamp-

ton, Mr. and Mrs. Pirkin, 2 children and

servant, Messrs H. Dale, and Frayer.

Per *Hailong*, for Swatow, Mr. and Mrs.

Brown; for Tamsui, Mr. Dodd.

Per *Diamond*, for Manila, Mr. J. Velez.

Per *Conquest*, for Haiphong, 8 Chinese;

for Hoibow, 20 Chinese.

## TO DEPART.

Per *Gualior*, from Hongkong: for South-

ampton, Mrs. Francis, child, and European

female servant, Mr. and Mrs. Jamieson, 2

children and native female servant, Messrs

G. B. Young, W. Longridge, and N. P.

Banjoee; for Singapore, General and Mrs.

Donovan, Mr. M. Napier, Lieut. Drummond,

A.D.O., and native servant.—From Shang-

hai: for Southampton, Messrs Nield, and

Davidson; for Bombay, 1 Native.—From

Yokohama: for Singapore, Messrs Grien-

berg, W. Horal, and G. Sardo.

Per *Dala*, for Bangkok, 89 Chinese.

## SHIPPING REPORTS.

The British steamer *Diamond* reports:

Light Southerly winds and fine clear weather.

The German barque *Elizabeth* reports:

First days from the bar to the S.E. Prom-

ontory of Shantung heavy fog and cold

Northerly winds. Thence to Poochow

rainy weather and variable winds with high

sea from the Southward. From the For-

mosa Channel to Swatow light Easterly and

Southerly winds. The last few days very

light variable winds, and clear hot sultry

weather.

The British steamer *Rejanattianhar* reports:

Light Southerly winds and fresh

monsoon to Pulo Obi; high sea to Cape

Podaran; and from thence to port light S.

and S.E. winds with smooth sea. On the

18th, spoke S. S. *Japan* and *Venice*, from

Hongkong to Singapore, in lat. 10.48, lat.

11.22.

The British steamer *Jeddah* reports:

Left Penang May 9th at 3 a.m., and arrived

at Singapore at 3 p.m. on the 10th, in the

6th 13th inst. at 1 a.m., experienced

moderate winds from N. to E. and overcast

and rainy weather as far as 15 N., thence

to port light S.E. winds and fine clear

weather. Arrived in Hongkong on 19th at 3

p.m.

The Chinese steamer *Me-li* reports:

Light S.W. winds and fine weather through-

out the passage.

## CARGO.

Per *Gualior*, to London, 399 half-chests

and 16,499 boxes Tea, 10 cases Silk Piece

Goods, 477 bales Silk, 7 bales Waste Silk,

and 1,976 pkgs. Sundries. To Continent,

155 bales Silk, 2 bales Waste Silk, 4 bales

Pongees, and 50 pkgs. Sundries. To New

York, 102 pkgs. Sundries, and 17 bales

Silk.

## POST OFFICE NOTICES.

## MAILS will close:—

For STRAITS SETTLEMENTS, SUEZ,

AND LONDON:—

Per *Deucalion*, at 2.30 p.m., on Tuesday,

the 20th inst.

For SWATOW, AMOY, & FOOCHOW:—

Per *Namoa*, at 9.30 a.m., on Wednesday,

the 21st inst.

For SAIGON:—

Per *Claudia*, at 4.30 p.m., on Friday, the

23rd inst.

## MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Gualior*,

will be despatched on TUESDAY,

the 20th inst., with Mails to and

through the United Kingdom and

Europe via *Brindisi* or *Southampton*;

to the Straits Settlements, Batavia,

Burma, Ceylon, India, Aden, Egypt,

Malta, and Gibraltar.

N.B.—This Packet carries no mails for the

Australian Colonies, E. or S. Africa,

nor for Mauritius.

## MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet *City*

of Tokio, will be despatched on TUES-

DAY, the 20th inst., with Mails for

Japan, San Francisco, and the United

States, which will be closed as fol-

lows:—

2.15 P.M. Registry of Letters ceases.

2.30 P.M. Post-Office closes, but Letters

(except for Non-Union Countries) may

be posted on board the Packet with

Late Fee of 18 cents extra Postage

until the time of departure.

Correspondence for Non-Union West Indies

(except the Bahamas and Hayti),

Monte Video, Paraguay, and Uruguay

can no longer be sent by this route.

Hongkong, May 8, 1879. my20

## MAILS BY THE FREIGHT PACKET.—

The French Contract Packet *Armand*

## MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *Alaska*

will be despatched on MONDAY, the

26th inst., with Mails for Japan, San

Francisco, and the United States,

which will be closed as follows:—

2.15 P.M. Registry of Letters ceases.

2.30 P.M. Post-Office closes, but Letters

(except for Non-Union Countries) may

be posted on board the Packet with

Late Fee of 18 cents extra Postage

until the time of departure.

Correspondence for Non-Union West Indies

(except the Bahamas and Hayti),

Monte Video, Paraguay, and Uruguay

can no longer be sent by this route.

Hongkong, May 8, 1879. my26

## MAIL BY THE UNITED STATES PACKET.

The United States Mail Packet *Belgia*

will be despatched on SATURDAY, the

31st inst., with Mails for Japan, San

Francisco, and the United States,

which will be closed as follows:—

2.15 P.M. Registry of Letters ceases.

2.30 P.M. Post-Office closes, but Letters

(except for Non-Union Countries) may

be posted on board the Packet with

Late Fee of 18 cents extra Postage

until the time of departure.

Correspondence for Non-Union West Indies

(except the Bahamas and Hayti),

Monte Video, Paraguay, and Uruguay

can no longer be sent by this route.

Hongkong, May 17, 1879.

## HOURS OF CLOSING

## THE CONTRACT MAILS.

The following hours are observed in closing

Mails, &c., by both the British and

French Contract Packets:—

Day before departure:—

8 P.M.—Money Order Office closes; Post

Office closes except the Night Box,



this city, and proposed to visit his father, in Paris, to procure money for that purpose, but that the home office agreed to buy his ticket and pay his expenses to San Francisco, if he would return. This offer he accepted and lost no time in returning, with the intention of disclosing everything connected with his money transactions. It is understood that he has done so, and that his statements are borne out by investigations made by the detectives and the bank. How much money he put in stocks, and where it went, are now known. Hall remains in the new prison, and has not been formally charged with larceny of the bank's money.

With regard to our recent remarks concerning the rottenness of some things in high places in India, we would direct attention to the opinion of the *Madras Mail* with regard to the cooking of the accounts connected with the Afghan war. More than once within our memory, says our contemporary, Indian journalists have been taken roundly to task for insinuating that the public accounts had been subjected to a process not very dissimilar to what is called "cooking" with reference to the financial statements of private companies and individuals. And now we have an ex-Lieutenant-Governor deliberately charging Lord Lytton's Government with the most odious cooking of accounts in respect of the Afghan war. He twice stigmatised Mr Stanhope's quiet official statement of facts as "audacious," and went out of his way to sneer at the modern Governors-General as being of inferior calibre to those of former days. Our contemporary agrees "with the member for the Kilkenny Burghs that there is far too great a tendency to govern India by means of telegrams and private, or at least semi-official, correspondence. On reference to the Duke of Argyll's monstrous 'pamphlet,' it will be seen that His Grace conducted almost his entire correspondence with Lord Mayo on the subject of the Afghan Policy in an unofficial manner; and, thus, the Blue-Book lately presented to Parliament displayed a lamentable hiatus at the very point where the fullest information was desirable." We might add that both India and the colonies have so often seen fearful and wonderful exposures of what is done in the land we live in and the land we belong to in the way of governmental wiles and tricks and blunders, that many have come to the comforting conclusion that things are just now at that worst state which, according to the old saw, always precedes their "beginning to mend."

#### FALL OF CHINESE HOUSES. ONE MAN KILLED.

The accident which we briefly noticed in Saturday evening's paper, happily dwindled down, when the real facts became known, to a much smaller catastrophe than it was at first believed had happened. The houses which fell are not situated in Gage Street, but facing Gage Street, at the junction of Cochrane Street, Gage Street and Lyndhurst Terrace. It appears that about 7 o'clock the three houses fell with a loud crash, which could be heard for a considerable distance. Chief Inspector Horspool happened to be close to the spot at the time, and being informed that a number of men were buried in the ruins, gave orders for a party of police to be sent to the spot, and applied to the Superintendent of the Gaol for assistance. Twenty European prisoners were at once sent to the scene under the charge of Mr Cole, head turnkey of the gaol. They were provided with all necessary appliances for clearing away the ruins, and ambulances were brought down for use if required. It was known that some twenty men had been inside the building immediately before the accident occurred, and that some had escaped, but these latter ran away as they usually do on such occasions, so that it was impossible to say how many of the twenty men had escaped. At length it was ascertained that one man was buried, on the Lyndhurst Terrace side, and Mr Cole, with some of the prisoners, at once set to work to extricate the poor fellow. He was close to the door and apparently not much hurt, as the beams of the first floor had kept the debris from crushing him. Before he was properly extricated he was able to speak, and said that he believed he was the only man in the building, the others having all escaped. As soon as his legs were freed a most ludicrous scene occurred. Orders were given to clear the way to the ambulance, the man was lifted from his uncomfortable quarters by rough but kindly hands, and he was being conveyed towards the ambulance. He tried hard to free himself from his preservers, who however expostulated with him, endeavouring to reassure him of their well-meant intentions. He was got as far as the ambulance, but here he struggled so fiercely that he was at length let go, and he then rushed away madly, energetically refusing to let them make an invalid of him. Although not a fit subject for an ambulance, nothing could more plainly have shown the dread the ignorant coolie has towards foreign doctors. No doubt he is in this smothered with nasty-looking plaster, and has been pinched and scored down the neck and head to his heart's content. As soon as this lucky fellow was released it was reported that another man was buried on the other side, and the prisoners worked away manfully till nearly 10 o'clock, but without seeing any signs of any one being buried there. They were then ordered to desist, as the walls were in a very unsafe state. Yesterday morning they renewed their exertions, and succeeded in finding a man's clothing and pipe, but no body. They continued to work till half past 4 o'clock, when they were relieved by a party of coolies, and at

8 a.m. to-day the body of a lad of 19 was discovered. It is believed that all the others must have escaped.

We cannot help remarking that it is a crying shame that such accidents should be possible. We have more than once called the attention of the authorities to the matter of jerry buildings, but they are still being run up in the same flimsy style. The entire row of these four houses was supported merely by thin posts placed in the shop-front. It is patent to the most unprofessional eye that the arch which forms the shop front is wholly useless; there is no key-stone; the bricks are simply thrown together, and the arch has scarcely any curve; how then, may we ask, can it be of the slightest use in supporting the structure? The whole of the weight is thrown on a post about four or five inches in diameter. This defect must have been noticeable in the plans; if there were any plans, which we very much doubt. This, coupled with the bad workmanship, makes one wonder how these houses, formed as they are of mud and brick and green wood, can stand at all. It is the duty of the Government to see that people are at least free from the danger of being crushed to death at any moment, either in the street or in their houses owing to the manner in which plans are passed and rascally contractors scamp their work. House rent is high enough in all conscience to enable proprietors and builders to erect substantial dwellings.

#### THE INQUEST.

An inquest was held this afternoon on the body of Lai Hing, who was killed by the falling of some houses in Cochrane Street on Saturday last. The jury comprised Messrs T. N. Driscoll, J. A. Blogg and E. F. Fensholt.

Dr Wharry gave evidence as to the cause of death, which, he said, appeared to have resulted from suffocation. The left fore arm was broken, the upper part of the chest crushed, and the back and left shoulder severely abraded.

Mr A-on, a carpenter, stated that he was working at a block of new houses in Cochrane Street with the deceased, who was 19 years of age and was engaged as cook for the carpenters who were working in the house. At about 7 p.m. of the 17th instant we were spreading the table for our evening meal, in a room in the middle of the ground floor of one of the new houses. I had just set down to my supper; there were four other men including the deceased who was serving up our meal. Suddenly the wall on the south side of the room fell down. The roof and the first floor all seemed to fall at once. When the beams of the roof and the upper floor fell down, one end of them rested on the wall and one on the ground, and I and others being protected by the beams luckily escaped with but slight injury. The deceased was under the end of the beams which struck the ground. We could not see the deceased. Some of the bricks fell on me, inflicting some slight bruises on my head, left arm, and chest. I got out without assistance. I do not know when the other three men got out. I cannot say what caused the house to fall.

Chun Aohi deposed:—I am a building contractor and reside at Queen's Road West. I have been a building contractor for over twenty years. I have a contract for building a block of six houses at Cochrane Street. I have 60 or 70 men at work; they have been so employed for the last four months. The deceased has been employed for about one month. The deceased and four others were in one house doing carpenter's work. I visit the buildings every day and left the house on Saturday at 4 o'clock; I was walking in the Queen's Road and heard some people say that some houses had fallen, so I immediately ran back to see if they were mine. I found two of my houses had fallen; so at once went to the Police Station and made a report. The Inspector asked me if there was anybody in the house. I went to make enquiries and learnt that all were safe but one. It was too late and too dark to work that night, but the next morning I got some men set to work, and they continued to work all day. This morning about 8 o'clock the deceased was found under the debris, quite dead. I was present when the body was recovered, he lay under some of the beams. On Friday I noticed a crack near the foundation of the front side of the party wall of the two centre houses. I ordered the men to pull down the front wall as far as the first floor, and my intention was to pull the whole of the wall down. The landlord called my attention to the flaw in the wall. I ordered the sub-contractor to pull it down, but he wanted more money. I said it must come down so engaged some men myself to pull it down. I saw them doing it; they had pulled down as far as the top of the second floor on Saturday at 4 p.m. I saw it at 4 o'clock; it looked quite safe then; the crack was just the same as when I first noticed it. All the bricklayers left off work at 9 o'clock and went home. In all my twenty years' experience I never heard of a house falling down as these have done. The landlord visited the houses every day, but found no fault with the work except the crack in the wall. Mr Neate, the Inspector of buildings, visited the work three or four times a day, but he found no fault with the work.

By a Juror:—I do not think the Inspector of buildings saw the crack until after the wall was in course of demolition. He then came and spoke about the crack, and I showed him that the men were pulling down the wall. By Inspector Craddock:—When the wall was being pulled down the bricks were placed along each side of the wall on the top floor. There were not many bricks because the window was very large. I thought it was quite safe to put the bricks up in that way. There were some of the tiles on the top floor as well. By Mr Driscoll:—It is usual to sub-let building contracts. I gave orders for the bricks to be stacked on the top floor in the manner I have described. The sub-contractor and bricklayers employed by him have all run away. Stephen Richmond Neate sworn stated:—

I am Inspector of buildings. It is part of my duty to see that buildings are constructed in accordance with the Building Ordinance. To the best of my knowledge the buildings which fell down in Cochrane Street were commenced about three or four months ago. I was last there about last Thursday. I keep no record of the time of my visits. I do not remember seeing anything wrong with them. I passed the top of the street on Saturday, and think I noticed that the wall of one house was being pulled down, but as I was on other business at the time I did not take particular notice. I have no regular time for visiting particular buildings. I cannot say if I visit Cochrane Street once a week or not. I have probably visited it twenty or thirty times.

By a Juror:—I should think from information I have gathered that the accident was caused by the bricks, &c., taken from the front wall being placed on the upper floor. The bricks and tiles would probably weigh several tons. This was done to save labour. I do not remember speaking to the last witness about the crack. I see a great many people and a great many buildings in the course of the day.

Last witness recalled, states that he is not quite certain the Inspector of Buildings was there on Friday.

Mr Neate said he should like to add that the buildings were in accordance with the Building Ordinance, and in one respect they were more substantial than was required by the Ordinance, the walls being 13 inches thick, while the Ordinance only requires them to be 9 inches.

In reply to a Juror witness said that overweighing floors was a very common mistake in Hongkong and was not uncommon in England. He had known many accidents resulting from this cause. Accidents of this sort were due to a great deal to ignorance and a great deal to a desire to save money. Bricks, if left in boats, have to pay demurrage, and as there is no place to store them, they are generally stacked in the buildings.

The Coroner then read a definition of what constituted manslaughter, and asking the jury to consider their verdict, drew their attention to the ignorance of the Chinese. He said they could hardly be expected to have the same knowledge of the subject as Mr Neate, or any person specially trained, but of course the Contractors' experience would go for something.

Mr Neate said that he might mention that the crack in the front wall would not account for the accident as that wall only bore its own weight.

The Jury then retired and after a short absence, returned a verdict of accidental death, adding a rider recommending some steps to be taken to prevent contractors from overweighing floors.

Mr Cragh said he should certainly bring this to the notice of the Government.

#### CORRESPONDENCE.

##### WATER!

To the Editor of the "CHINA MAIL."

SIR,—I wish to draw attention to the fact, that, as usual when the summer comes, the water supply fails utterly. It is strange that in a Colony that boasts of its civilization this should be so. During a period of 7 or 8 days, once only have I been favoured with water; and it is trying to the very weakest man (be he a veritable Job) to walk morning after morning into his bath-room to find only the same couple of inches of water. If exchange were not so frightfully low and business dull, one could find a remedy by ordering a supply of ice every morning, which would be a delightful temperature when needed. But, then "ice rates" do not appear in our tax-papers, while "water rates" do. If the water would only come in as regularly as the tax-collector does, I would not grumble. As it is, I consider that the past week, hot as it has been, has been almost unbearable with an

##### EMPTY BATH-TUB.

##### Police Intelligence.

(Both Magistrates Sitting.)

Monday, May 19.

##### DRUNKENNESS.

John Thompson, seaman, U.S.S. *Richmond*, and Charles Williams, seaman, unemployed, were fined 50 cents each for being drunk and incapable.

Michael Keane, seaman, lately belonging to the U.S.S. *Ranger*, was fined \$1 for a similar offence.

##### STRAGGLER.

Juan Billio, seaman Spanish schooner *Nuevo Constante*, was ordered to be sent on board his ship as a straggler.

##### "JACK SHOEBOE."

Thomas Henry Dugan, and Francis Andrew Dougherty, seamen U.S.S. *Richmond*, were charged with creating a disturbance in the public streets, knocking over a hawk's basket, and destroying property valued at 5 cents, and likewise with assaulting the police. It appears the first defendant was drunk, and kicked over the basket accidentally; a crowd collected, and the second defendant tried to smooth matters over, but the first defendant ran away, and was rescued with difficulty. Mr Plunket fined the first defendant \$2, one dollar of which to go to the hawk as an amende, and the second defendant was discharged.

##### CHINESE DELICACIES.

Mak On Tai, a hawk, was charged with defrauding one Kam Ayl, a broker, by selling him a quantity of a mixture of vermicelli alleged to be birds' nests.

Mr Li Hong Mi, third clerk and interpreter at the Police Court, gave some interesting particulars regarding this business. He said: I have examined the article in Court; it is very closely resembles birds' nests; it is not birds' nest, but vermicelli. I have seen some of it before, and have known a pretty good judge of the genuine article deceived by the same kind of stuff. I have dealt in birds' nests for five or six years. The birds' nests are worth \$85 a catty; that in Court would be about half a catty. A great many years ago by spurious goods of the same sort. That in the bag in Court is counterfeit, and is exactly the same as the composition of vermicelli produced by the complainant.

P.O. 180 proved arresting the defendant, who had the bag of spurious birds' nest in Court in his possession. He was pointed out by the complainant as the man who sold him the birds' nests.

Defendant, who denied all knowledge of either the complainant or the birds' nest,

was fined \$20, with the alternative of four weeks' hard labour, and was further ordered to pay \$3.50 amends to the complainant, or be further imprisoned for fourteen days with hard labour. On his release from gaol he is to enter into his personal recognizance in \$100 to be of good behaviour for twelve months.

#### China.

(N. C. D. News.)

H. M. despatch vessel *Vigilant* arrived at Shanghai Tuesday afternoon. Vice-Admiral Coote, C.B. was on board.—The flag-ship *Iron Duke* remained at Woosung, but was afterwards brought too far up the Hwangpoo, and grounded on the tail of Gough's Island, where she remained so long that it was thought serious consequences would ensue. By dint of unceasing effort, however, and the aid of several American and English gunboats, she was eventually floated, and is now at a safe anchorage.

The China Merchants' Company seem to be singularly unfortunate just now in the running of their steamers. The *Hooi-yuen* and *Yungking* broke down last week, and now we hear of a breakage of the machinery of the steamer *Haean* as she was leaving Tientsin on the morning of the 6th inst. She seems to have been totally disabled. Her passengers and cargo were transferred to the *Yungking*, which arrived in port on Sunday morning. The *Haean* was taken in tow by the *Haeting*, and they arrived safely in Shanghai on Sunday afternoon.

The proprietor of the Joss-house in the Peking Road, in front of H.M.'s Consular gaol, died about twelve months ago, having abstained from food for ten days. He was seventy years of age and reduced to a skeleton. His body was placed in a recess behind the altar in the Joss-house, where it remained until Tuesday morning, when it was cremated on the plot of land in front of the gaol in the presence of several hundred Chinese, among whom were a large number of women. The operation lasted also through part of Wednesday. Deceased built the Joss-house ten years ago, and is reported to have made a fortune of Tls. 20,000 by his management.

The use of the knife is becoming common among natives in Shanghai. A Tientsin man, in the employment of a foreigner residing on the Bubbling Well Road, had an altercation with a shop-keeper Thursday afternoon on the Yang-ping-pang. He seized a carving knife and drew it across the back of the shop-keeper's neck, inflicting a wound four inches long. An assistant in the shop interposed, and the man stabbed him in the neck also. Fortunately the wound in neither case was of a dangerous nature. The man was arrested, and was brought before the Mixed Court next day, when he was sentenced to receive 100 blows and be imprisoned for three months.

The *Shanghai Mercury* reports the following singular case of compulsory suicide:—A Ningpo man named Zee-ah-rang, formerly a head coolie at the Kin-lee-yuen wharf, having occasion to doubt the perfect propriety of his wife's conduct, recently told to her a rope, a knife and some opium, telling her she must put an end to herself with whichever she pleased. She chose the rope, and deliberately hung herself. The husband has disappeared and is not to be found.

An "unofficial meeting," as it has been described to us, took place on Saturday, between Mr Robert Hart, Inspector-General of I.M. Customs, and the Committee of the Shanghai General Chamber of Commerce. The important questions of the establishment of Bonded Warehouses and the obstructive condition of the Woosung bar, were, we understand, conversed about, but, as we are informed, without result.—To these might have been added those other burning questions of the fast-narrowing channel of the Hwang-poo river and the equally rapid silting up of the Soochow Creek, &c., &c. Perhaps, however, on the arrival of Sir Thomas Wade, another meeting can be arranged, at which the Chamber of Commerce as a body might be present to discuss with H.M. Minister and the Inspector-General not only these four questions, but also others affecting foreign mercantile interests in China generally, which have so long lain in abeyance.

The large ocean-going steamer *Hankow*, from London, met with an accident while entering the port after passing the Tungsha Lightship. First, she grounded near the Red buoy and was towed off by two tugboats, and then, when anchoring off the Lighthouse at Woosung, her cable parted. A second anchor was immediately lowered, and in swinging round to it she fouled some junks and became unmanageable. The anchor chains of the junks got entangled around her propeller, entirely disabling her, and it was with great difficulty that she was brought under control. When this was accomplished she had to be considerably lightened before she could cross the Bar, a work which occupied the best part of three days, and then in her disabled state she was towed into port by four tugboats.

#### Japan.

(Gazette.)

The *Nichi Nichi Shinbun* gives some particulars of a disturbance in the Japanese settlement of Fusan, Korea. It appears that Captain Yamazaki of H. I. J. M. S. *Hoshikuni* and Yamanochoiro, chief commissioner of Fusan, accompanied by about 300 marines and some students visited Torai Pu on the 18th April. There are various gates in the walls of Torai Pu through which Japanese were not permitted to pass until recently when they were allowed to enter the town. These officers were on a visit to the town when they were unexpectedly attacked by about four hundred natives who hurled stones and tiles at the visitors. The natives rapidly increased their numbers to some thousands, the Japanese numbering not quite fifty. Some of the Japanese were wounded very severely and they were obliged to return to Fusan as speedily as possible. On the following day, the 18th April, Captain Yamazaki and Commissioner Yamanochoiro with a party of forty armed marines marched to Torai Pu, and demanded an investigation into the unprovoked attack made upon them on the previous day. After much discussion the Governor agreed to accede to the Japanese demand and the latter returned to Fusan.

The Imperial Government are evidently determined to steadily pursue the policy they have marked out respecting the future of the Loo Choo Islands, notwithstanding any protests on the part of the inhabitants or the threats of Oufia. Yesterday the *Meiji Maru* brought no less than fifty-six of the principal islanders, who, it is said, are to be detained in Tokio during the pleasure of the Government. The 23

king was not among them as, owing to indisposition, he applied for and obtained leave to remain eighty days longer in Loo Choo. The visitors—for so no doubt they may be called, though as a matter of fact they are and will be under official surveillance—were received by several officers of the Imperial household department, and treated with every mark of respect. They remained in Yokohama last night and proceeded to Tokio to-day.

We learn from the Japanese papers that the Government intend to connect Loo Choo with Japan by means of a telegraph cable thence, to Kagoshima, and that a survey will shortly be commenced by order of the Kobusho.

The Japanese, Matsumoto, *momban* of the race-course, who some short time back was sentenced to ten years' penal servitude for smoking and selling opium, was liberated on the 30th ultimo on payment of yen 28.50 in lieu of completing his term of punishment.

#### Manila.

(Translated from our Manila Exchange.)

The newly-appointed British Consul for Manila arrived here by the *Emeralda* on 18th inst., and was conveyed on shore in the steam-launch *Elia*, where he was received by some members of the firm of Smith Bell & Co.

We learn with regret that the St. Nicolas Lighthouse will not be lighted up until next August, owing to the non-completion of some details in its construction, which in our opinion are immaterial.

The *Valiente* and not the *Marques del Duero*, according to our information, is the vessel which will convey our Plenipotentiary, Sr. Ordonez, to the Court of Annam for the negotiation of a treaty. The vessel will be despatched to meet Sr. Ordonez on the news of his arrival at Singapore or Saigon being received here, and from thence to the field of his labour. Sr. Ordonez will, it is said, come to Manila after the conclusion of his mission, and on his way to Madrid will visit Hongkong, and Japan, and thence to United States and home.

It is now known, the proprietors of the coal mines of Compostela (Cebu) are bound to supply the Philippine naval station with coal that may be required for the use of the service at the low price of \$5 per ton. As Cardiff coal was being paid for from \$11 to \$13 per ton, the advantage of the offer of the mine proprietors is evident. The said proprietors now make a new proposition which is that if the Government could construct a tramway to run from the mines to the wharf, its own expense, they would be able to supply the combustible even at \$4 per ton. This proposition is now under consideration of the Government.

The Spanish brig *Perla del Oceano*, Capt. Aldecoa, left Manila for Hongkong with sardines, on 15th inst.

It is reported from Iloilo that on the 2nd instant the British barque *Strathmore* left that port for Liverpool, and about three hours after she left was obliged to put back owing to the ship's steward having set fire to the spare sails and provisions in the store, but was discovered in time by the crew, who, with great difficulty succeeded in extinguishing it. H.B.M.'s Vice-Consul, with a real worthy of praise, has ordered the culprit to be imprisoned, and taken other measures for his punishment.

#### COMMERCIAL.

May 19.

Up to the receipt of the month's supply the rates for Bengal opium kept pretty steady, but subsequently a weaker tone prevailed. The business of the fortnight has been notwithstanding on a very fair scale, when it is borne in mind that the value of the drug will be much enhanced in its transit into the interior by the increased duty. As below noted, it will be seen that the stock of Patna is not large in first hands for the season, but in view of the increased duty the native dealers appear to act as circumstances call for. The present quotations are \$560 to \$562½ for Patna, and \$517½ to \$520 for Benares.

To the last noticed receipts have to be added 3,523 chests, making the total for the month, so far, 3,863 chests, against 2,791 to the corresponding date last year. During the fortnight some 1,050 chests have been taken by the local consumers, against 1,100 chests at the corresponding period last year. This, with the exportations, leaves the available supply computed at 1,600 chests, against 2,900 chests same time last year. Of this last quantity 600 chests were Benares, of which kind the present stock consists of a similar quantity.

Messrs HEINEMANN & Co.'s Freight Circular for the Month of Tuesday, 20th May, says:—

Business in the Freight market has been on a moderate scale during the past fortnight; there exists a better demand for homeward charters, and freights have ruled slightly firmer, but coastwise the market continues dull and languid.

Homewards, little has been done from this port; two settlements are reported for the Philippines, and tonnage is still in slight demand to load there.

Coastwise, very little business is offering for the Northern ports, and freights are generally dull. A fair demand for steamers continues from Saigon to this port, but the market has shown signs of declining during the last few days; the rate can be quoted 23 cents per picul.

The German barque *Melania*, 479 tons, has left for Whampoa "seeking."

The disengaged tonnage in port, amounts to 16 vessels, registering 10,620 tons, steamers not included.

The following are the settlements:—American barque Freeman, 1198, Iloilo to New York, private.

British barque Aleppo, 665, Manila to New York, private.

German barque Patria, 895 to Hamburg, private.

American ship Ventura, 813, to San Francisco, \$3,560 gold in full.

British barque Orange Grove, 385, Takao to Yokohama, 27 cents per picul, 25 lay days.

British schooner Rosebud, 341, Takao to Yokohama and back to Hongkong via Newchwang, 45 cents per picul, 35 lay days.

British barque Florence Nightingale, 464, Whampoa to Tientsin and back to Hongkong via Newchwang, \$4,750 in full, 42 lay days.

German barque Anna Bertha, 408, Whampoa to Chefoo and back to Hongkong via Newchwang, 30 cents per picul, 35 lay days.

British barque Queen of India, 890, to Newchwang and back, 25 cents per picul, 35 lay days.

British barque Gestue Bruns, 462, to Kamput and back, \$2,400 in full, 35 lay days.

German barque Hermine, 350, to E-On and back, \$2,400 in full, 50 lay days.

French barque Paralos, 342, Monthly Charter, 2 months and hence to Channel for order to one Port United Kingdom or Continent, £2 per ton of 20 cwt., 25 lay days.

British steamer Penedo, 652, Saigon to Hongkong, 23 cents per picul, 8 lay days.

Spanish steamer Zamboanga, 651, Saigon to Hongkong, 23 cents per picul, 8 lay days.

British steamer Maharajah, 994, Saigon to Hongkong, 23 cents per picul, 9 lay days.

British steamer Pernambuco, 643, Saigon to Hongkong, 23 cents per picul, 8 lay days.

British steamer Flinthire, 1236, Saigon to Hongkong, 24 cents per picul, 10 lay days.

British steamer Scotland, 1197, to Saigon and back, 27 cents per picul, 16 lay days.

British steamer Thales, 820, Swatow to Singapore (passengers), \$8.75 per head, 10 lay days.

British steamer Paladim, 1734, to Saigon and back, 3 trips, 28 cents per picul for each trip, 13 lay days.

Messrs DEACON & Co.'s Canton Market Report, dated Canton, 17th May, says:—

There has been a fairly active demand for Tea during the past fortnight, but apparently a quieter feeling prevails at the close.

Congou.—The business transacted on this market has been but small, and the few purchases made show no change in value; there is now only a poor assortment on offer, the market having been nearly cleared of all good and fine parcels. A fair amount of contracts are reported as having been made in Macao.

Scented Teas.—During the first week of the past fortnight, a fair enquiry existed for Oapers, and settlements were made generally at an advance of about one taal per picul on opening rates; latterly, however, the demand has somewhat subsided, and for medium grades a rather easier tone prevails; fine and finest teas have been scarce throughout, and have, consequently, commanded full prices. Common kinds have been in some request, and teas of very ordinary quality have been taken at Tls. 13 to 14 per picul.

Scented Orange Pekoes have only been bought to a moderate extent; "short leaf" teas have ruled from Tls. 12 to 13 per picul, and "long leaf" kinds from Tls. 16 to 30 per picul. The remarks made in our last report, regarding the quality of these teas, must now be confirmed, and the crop must be pronounced as very disappointing both in make and cup; the stock chiefly comprises medium teas, fine parcels being in very small supply.

Export of the various descriptions of Teas shipped from Canton Waters (Hongkong, Canton and Macao) to Great Britain to date:—May 4, S. S. *Ajan*, Congou 337,041 lbs., S. Oaper 74,444 lbs., total 411,485 lbs.; 18, S. S. *Sindh*, Congou 124,208 lbs., S. Oaper 207,317 lbs., S. O. Pekoe 22,850 lbs., total 354,405 lbs.—Making, with previous shipments, a total for the season of 1,617,684 lbs.; against 2,501,240 for season 1878-79.

Silk.—There is no business to report in New Silk. About 100 bales of different kinds are said to be already reeled in the country, but prices asked by the producers are exorbitant, and native dealers have abstained from purchasing. \$885 a \$890 per picul in the figure at present demanded for No. 4 "Kowkong" Twist; but should there be no haste to operate on the part of foreigners, it is likely that a considerable reduction on these rates will be accepted ere long. From samples shown, the New Silk appears to be of very fair quality, and rather above the standard of ordinary first crop thread; only a small quantity has, however, been forthcoming, and it is not improbable that the bulk may prove unequal to these early arrivals. The yield is computed at about 4,000 bales of all sorts, or double the first crop of last season.

Of Long-reels, 40 piculs are said to have been settled for the Indian market.

Re-reels.—The quantity of Oumchuck and Lunokow thread in this crop is estimated at 450 to 500 bales.

Stock, none.

We cannot give any quotations.

Export of Silk.—Export to date:—To London, 4069 bales; to Continent, 5547 bales; to America, 8553 boxes; to Bombay, 2898 piculs;—total, 9328 bales, 7778 boxes, and 2898 piculs. Of Waste, 8111 bales, and Pinned Cocoons 809 bales for Europe.

Dryers and Sizers.—Cassia lignea, quoted at \$8.85 in mats, and \$9.10 in boxes, for New Season's Look Foo and Looking, and at \$9.10 in mats, and \$9.30 in boxes, for Old Season's cargo. Sales of New, 1,000 piculs. Stock 2,500 piculs. Sales of Old, 1,500 piculs. Stock 2,300 piculs. Alum, \$1.75 a \$1.80 per picul.



## To Let.

TO LET.  
OFFICES, GODOWNS, and  
GOODS STORED.  
Apply to  
PUSTAU & Co.,  
Prajya, Pottinger Street,  
Hongkong, April 30, 1879. my80

TO LET.  
IN the Houses on MARINE LOT 65,  
formerly known as the Blue Houses,  
situate on Praya East:—  
FIRST FLOORS of Nos. 2, 3 and 4,  
Praya East, with immediate possession.

Also,  
FIRST CLASS GRANITE GODOWNS,  
attached to Blue Houses at Vanchai,  
MARINE LOT 65, and BASEMENT No. 3.

A SPACIOUS TIMBER YARD, close  
to the Wanchai Pier. Timber received on  
Storage or the Yard Rented.

For further particulars, apply to  
MEYER & Co.,  
Hongkong, March 4, 1879. jul

TO LET.  
TWO HOUSES, Nos. 29 and 31,  
HOLLYWOOD ROAD.

Apply to  
J. J. DOS REMEDIOS & Co.,  
Hongkong, May 9, 1879. ju9

TO LET—AT WANCHAI.  
FIRST CLASS  
GODOWNS.

Goods of every description Landed and  
Stored.

For terms, apply to  
LANDSTEIN & Co.,  
Hongkong, April 4, 1879. jv4

TO LET.  
MARINE HOUSE—WEST.

SECOND FLOOR and a GODOWN.  
Rent \$60 & \$50 per Month respectively.

Apply to  
E. R. BELLIOS,  
Hongkong, May 17, 1879.

"ROSE VILLAS"—FURNISHED OR  
UNFURNISHED,  
BONHAM ROAD,

WITH Large TENNIS LAWN.  
Apply to  
SHARP & DANBY,  
No. 6, Queen's Road Central,  
late Messrs E. D. SASSOON & Co.  
Hongkong, May 10, 1879.

TO LET—FURNISHED.  
THE CLIFFS, near Mount Gough, con-  
taining SIX LARGE ROOMS, &c.,  
presently occupied by Dr. ADAMS.

Apply to  
Mr. J. D. HUMPHREYS,  
Hongkong Dispensary,  
Hongkong, May 8, 1879.

TO LET.  
HOUSE No. 9, ZETLAND STREET,  
DAVID SASSOON, SONS & Co.,  
Hongkong, April 29, 1879.

TO LET.  
OFFICES in CLUB CHAMBERS.  
Apply to  
DOUGLAS LAPRAK & Co.,  
Hongkong, April 8, 1879.

TO LET.  
PORTION of a HOUSE, very suitable  
for OFFICES and DWELLING, also  
for a STORE, Queen's Road Central.  
Possession 1st March next.

Apply to  
LANDSTEIN & Co.,  
Hongkong, February 4, 1879.

## Mails.

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVI,  
POINT DE GALLE,  
ADEN, SUEZ, PANAMA, PORT  
SAID, NAPLES, AND  
MARSILLIES.

ALSO,  
PONDICHERRY, MADRAS, CALCUTTA  
AND ALL INDIAN PORTS.

ON TUESDAY, the 27th of May, 1879,  
at 4 p.m., the Company's S. S.  
LEOGRADY, Commandant GUYARD,  
with PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted for transit through Marseilles for  
the principal places of Europe.

Shipping Orders will be granted until  
Monday.

Cargo will be received on board until  
4 p.m. Specie and Parcels until 3 p.m.  
on the 26th of May, 1879. (Parcels are not  
to be sent on board; they must be left  
at the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, May 14, 1879. my17

## Mails.

STEAM FOR  
SINGAPORE, PENANG, POINT DE  
GALLE, ADEN, SUEZ, MALTA,  
BRINDISI, ANCONA, VENICE, MED-  
TERRANEAN PORTS, SOUTH-  
AMPTON, AND LONDON;  
VIA BOMBAY.

ALSO  
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
GALATHEA, Captain J. C. BABOT, will  
leave this on TUESDAY, the 20th May, at  
Noon.

Tea and General Cargo for London will  
be conveyed via Bombay without tranship-  
ment, arriving one week later than by the  
direct route. Silk and Valuables will be  
transferred to the Calcutta steamer at  
Galle.

For further Particulars, apply to  
A. MOLLER, Superintendent,  
Hongkong, May 7, 1879. my20

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamships CITY OF  
TOKIO and ALASKA, will be de-  
parted for San Francisco, via Yokohama,  
on TUESDAY, the 20th, and on MON-  
DAY, the 26th instant, at 3 p.m., respec-  
tively, taking Passengers, and Freight, for  
Japan, the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

On Through PASSAGES TO EUROPE,  
a REDUCTION OF TWENTY PER  
CENT from Regular Rates is granted to  
OFFICERS of the ARMY and NAVY,  
and MEMBERS of the CIVIL and  
CONSULAR SERVICES in COMMISS-  
SION.

Freight will be received on board until  
2 p.m. of 18th May, and 25th respec-  
tively. Parcel Packages will be received  
at the office until 5 p.m. same day; all  
Parcel Packages should be marked to  
address in full; value of same required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Offices in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.  
Hongkong, May 8, 1879. my26

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,

IN CONNECTION WITH THE  
CENTRAL  
and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES

AND  
ATLANTIC STEAMERS.

THE S. S. BELGIO will be despatch-  
ed for San Francisco via Yokohama,  
on or about May 31st, 1879, at 3  
p.m., taking Cargo and Passengers to  
Japan, the United States, Mexico, Central  
and South America, and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of the 30th May. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day: all Parcel Packages  
should be marked to address in full; value  
of same is required.

A REDUCTION is made on RETURN PAS-  
SAGE TICKETS.

Consular Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Offices addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 9, Queen's Road Central.

E. M. BLANCHARD,  
Acting Agent.

Hongkong, May 6, 1879. my31

INSURANCES.  
SWISS LLOYD  
TRANSPORT INSURANCE COMPANY  
OF WINTERTHUR.

THE Undersigned having been appointed  
Agents for the above Company, have  
this Day taken over charge of the Hong-  
kong Agency, and are prepared to grant  
INSURANCE on MARINE RISKS at Current  
Rates to all parts of the World.

MEYER & Co.,  
Hongkong, February 10, 1879. jul

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELOHERS & Co.,  
Agents, Royal Insurance Company.

Hongkong, October 27, 1878.

## Insurance.

THE SCOTISH IMPERIAL INSUR-  
ANCE COMPANY.  
THE Undersigned having been appointed  
Agents in Hongkong for the above-  
named Company, are prepared to Grant  
POLICIES against FIRE on Buildings and  
on Goods to the extent of \$50,000, at the  
usual Rates, subject to an immediate Dis-  
count of 20 per cent.

Attention is invited to a considerable  
reduction in Premium for Life Insurance in  
China.

MEYER & Co.,  
Hongkong, August 13, 1878. jul

QUEEN FIRE INSURANCE  
COMPANY.

THE Undersigned are prepared to grant  
Policies against Fire to the extent of  
\$45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & Co.,  
Agents.  
Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of  
China and Japan, and at Singapore,  
Siam, and Penang.

Kinks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.  
JAS. B. COUGHRAN,  
Secretary.  
Hongkong, November 1, 1871.

THE LONDON ASSURANCE  
INCORPORATED BY ROYAL CHARTER  
of  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—

Marine Department.  
Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.  
Policies issued for sums not exceeding  
\$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,  
Hongkong, July 25, 1872.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.  
CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong  
for the above Company, are prepared to  
grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents,  
Hongkong, July 6, 1875.

CHINESE INSURANCE COMPANY,  
(LIMITED.)  
NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profit,  
are distributed annually to Contributors  
whether Shareholders or not, in proportion  
to the net amount of Premium contributed  
by each, the remaining third being carried  
to Reserve Fund.

J. BRADLEE SMITH,  
Secretary.  
Hongkong, December 9, 1878.

LANCASHIRE INSURANCE  
COMPANY.  
(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Rates  
and Conditions.

Proposals for Life Insurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNHOLD, KARBERG & Co.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

MANCHESTER FIRE ASSURANCE  
COMPANY OF  
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling  
of which is paid up £100,000  
Reserve Fund upwards of £120,000  
Annual Income £250,000

THE Undersigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai,  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.,  
Hongkong, October 15, 1872.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the  
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Alaska	5 h	Seabury	Amer. str.	3452	May 10	P. M. S. S. Co.	Y'hama & S. F. also	Ab'deen Dock
Argyll	5 h	Scott	Brit. str.	1271	May 9	Jardine, Matheson & Co.	Y'hama & San F. also	31st inst.
Belgic	5 h	Meyer	Brit. str.	1716	May 17	O. & S. S. S. Co.		
Bombay	1 h	Langer	Ger. str.	749	Feb. 12	Kwok Acheong		
Cassandra	3 h	Langer	Ger. str.	937	May 13	Siemssen & Co.		
China	5 h	Alderton	Brit. str.	1036	May 16	P. & O. S. N. Co.	Yokohama	Mails
City of Tokio	5 h	Maurry	Amer. str.	5079	May 5	P. M. S. S. Co.	Y'hama & San F. also	To-morrow
Dale	2 h	Thompson	Brit. str.	650	May 10	Yuen Fat Hong	Bangkok	To-day
Diaphante	5 h	Thebaud	Brit. str.	514	May 17	Russell & Co.	Manila	To-day
Fame	8 h	Stopani	Brit. str.	117	.....	H. K. & W'poo Dock Co.	.....	Tug Flying
Galley of Lorne	7 h	Dryden	Brit. str.	1389	May 19	Gibb, Livingston & Co.		
Gleniffer	2 h	Graham	Brit. str.	1411	May 11	Jardine, Matheson & Co.		
Gwallior	5 h	Babot	Brit. str.	1700	May 17	P. & O. S. N. Co.	Europe, &c.	To-morrow
Killarney	4 h	O'Neill	Brit. str.	1060	May 15	Gibb, Livingston & Co.	Foochow	
Leyte	5 h	Zublaquirre	Span. str.	312	April 8	Russell & Co.	.....	F'loon Dock
Namoa	5 h	Westoby	Brit. str.	862	May 18	Douglas Laprak & Co.	Coast Ports	21st inst.
Ootava	5 h	Hansen	Ger. str.	936	May 14	Soey Shing	Saloon	23rd inst.
Pernambuco	4 h	Hyde	Brit. str.	742	May 17	Melchers & Co.	Saloon	
Rejantianahar	3 h	Hopkins	Brit. str.	935	May 19	Yuen Fat Hong	Bangkok	
Saint Mark	5 h	Johnson	Brit. str.	1098	May 16	Meyer & Co.		
Sea Gull	5 h	Haydon	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		
Sorogon	3 h	Lopez	Span. str.	240	May 19	Vogel & Co.		
Zephyr	1 h	Reuter	Brit. str.	.....	.....	Russell & Co.		
Sailing Vessels								
Abbie N. Franklin	4 h	Howes	Amer. bge.	460	Mar. 6	Captain		
Advance	2 h	Spencer	Brit. bge.	388	May 17	Chinese		
Alpena	1 h	Falconer	Brit. bge.	665	April 27	Borneo Co., Limited	Manila	
Alexa	8 h	Kobb	Brit. bge.	424	April 20	Jardine, Matheson & Co.	Foochow	
Alice O. Dickerman	3 h	Eugant	Amer. bge.	501	May 15	Order		
Annie W. Weston	3 h	Winsor	Amer. bge.	740	April 23	Order		
Beethoven	7 h	Haje	Ger. bge.	340	May 14	Melchers & Co.		
Black Prince	7 h	Hewer	Brit. str.	751	May 4	Russell & Co.	Foochow	
Chamron Kamrye	2 h	Stobbs	Brit. str.	1886	May 15	Kin Tye Loong		
Clunrum	2 h	Beadle	Brit. str.	226	May 17	Vogel & Co.	San Francisco	Cleared
Delphin	4 h	Lilienthal	Ger. bge.	1173	April 30	Wiel & Co.		
Edith	4 h	Manson	Amer. bge.	628	April 8	Vogel & Co.	San Francisco	
Edward May	4 h	Johnson	Amer. bge.	447	May 18	Russell & Co.	New York	
Elisabeth	8 h	Uhlson	Ger. bge.	595	May 17	Wiel & Co.		
Excelsior	2 h	Howes	Amer. bge.	1197	May 15	Captain		
Freeman	1 h	Basson	Ger. bge.	884	May 8	Vogel & Co.		
Fulda	7 h	Lucas	Brit. bge.	666	May 17	Melchers & Co.		
Gauntlet	4 h	Frause	Brit. bge.	483	April 18	Gibb, Livingston & Co.	Callao	
Gertrude	4 h	Whitshire	Brit. bge.	888	Mar. 10	Carlowitz & Co.	Hamburg	
Golden Fleecce	8 h	Tapley	Amer. bge.	946	April 26	Vogel & Co.		
Hattie E. Tapley	8 h	Tapley	Amer. bge.	862	April 18	Vogel & Co.	New York	
Haze	3 h	Daa	Norw. bge.	274	May 11	Vogel & Co.		
Henrik Isben	3 h	Meyer	Ger. bge.	850	May 8	Eduard Schellhass & Co.		
Hermine	4 h	Hutchinson	Amer. bge.	1362	June 18	Eduard Schellhass & Co.	E-On	
Highlander	3 h	Oam	Ger. bge.	219	May 10	Vogel & Co.		
Hongkong	3 h	Kates	Amer. bge.	481	May 16	Arnhold, Karberg & Co.		
Irene	2 h	Pillsbury	Amer. bge.	407	May 5	Russell & Co.		
John R. Stanhope	3 h	Westmann	Ger. bge.	187	May 15	Arnhold, Karberg & Co.		
Juliane	1 h	Wass	Amer. bge.	850	April 13	Captain		
Mennon	1 h	Uriarte	Span. bge.	203	May 8	Melchers & Co.	.....	Cor'tan Dock
Nuevo Constante	1 h	Olyma	Brit. bge.	2283	Mar. 15	Remedios & Co.	Manila	
Onida	5 h	Schultz	Ger. bge.	395	May 1	Russell & Co.	San Francisco	Cleared
Patria	5 h	Christiansen	Ger. bge.	251	May 17	Siemssen & Co.	Hamburg	
Peiho	8 h	Wheel	Brit. bge.	676	April 10	Arnhold, Karberg & Co.		
Phaeton	4 h	Southwood	Brit. bge.	300	May 17	Wiel & Co.	Callao	
Philippine	4 h	Lunt	Amer. bge.	1450	April 16	Wiel & Co.		
Prima Donna	3 h	Cary	Brit. bge.	890	April 10	Vogel & Co.	London	
Queen of India	2 h	Colie	Brit. bge.	341	April 20	Wiel & Co.	Newchwang	
Rosebud	3 h	Clough	Amer. bge.	1090	Sept. 6	Jardine, Matheson & Co.	Takao & Yokohama	
Sumatra	4 h	Cull	Amer. bge.	813	April 28	Russell & Co.		
Yeuvius	2 h	Benadictsen	Slam. bge.	701	May 9	Russell & Co.	San Francisco	
Young Siam	8 h	Means	Amer. bge.	1202	April 25	Kin Tye Loong		
Zouave	8 h	Means	Amer. bge.	1202	April 25	Captain		
WHAMPOA								
Anna Bertha	8 h	Krause	Ger. bge.	466	May 15	Siemssen & Co.	Newchwang	
Faugh Balaugh	8 h	Ritte	Ger. bge.	240	May 16	Carlowitz & Co.	Chefoo	
Florence Nightingale	8 h	McIntyre	Brit. bge.	464	May 14	Arnhold, Karberg & Co.	Pientan	
Malvina	8 h	Kluge	Ger. bge.	479	May 7	Captain	Newchwang	
CANTON								
Fuyow	.....	Crood	Chi. str.	920	May 15	C. M. S. N. Co.	Shanghai	